

Proposed by the FCC
for the 89th Congress, 1st Session

FCC 54-1128
59955

A B I L L

To amend the Communications Act of 1934, as amended,
to conform to the Convention for the Safety of Life
at Sea, London (1960).

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That section 3 of the
Communications Act of 1934, as amended, is amended as follows:

(a) Subsection (w) is amended by adding paragraph (5) to read
as follows:

"(5) 'Nuclear ship' means a ship provided with a nuclear
power plant."

(b) Subsection (x) is amended to read as follows:

"(x) 'Radiotelegraph auto alarm' on a ship of the United States
subject to the provisions of part II of title III of this Act
means an automatic alarm receiving apparatus which responds to
the radiotelegraph alarm signal and has been approved by
the Commission. 'Radiotelegraph auto alarm' on a foreign ship
means an automatic alarm receiving apparatus which responds
to the radiotelegraph alarm signal and has been approved by
the government of the country in which the ship is registered:
Provided, That the United States and the country in which the
ship is registered are parties to the same treaty, convention,
or agreement prescribing the requirements for such apparatus.
Nothing in this Act or in any other provision of law shall be
construed to require the recognition of a radiotelegraph auto
alarm as complying with part II of title III of this Act, on a
foreign ship subject to such part, where the country in which the
ship is registered and the United States are not parties to the
same treaty, convention, or agreement prescribing the require-
ments for such apparatus.

(c) Subsection (y) is amended to read as follows:

"(y)(1) 'Operator' on a ship of the United States means, for the
purpose of parts II and III of title III of this Act, a person
holding a radio operator's license of the proper class as pre-
scribed and issued by the Commission.

"(2) 'Operator' on a foreign ship means, for the purpose of part II of title III of this Act, a person holding a certificate as such of the proper class complying with the provisions of the Radio Regulations annexed to the International Telecommunications Convention in force, or complying with an agreement or treaty between the United States and the country in which the ship is registered.

(d) Subsection (z) is redesignated "(aa)" and a new subsection (z) is added as follows:

"(z)(1) 'Radio officer' on a ship of the United States means, for the purpose of part II of title III of this Act, a person holding at least a first or second class radiotelegraph operator's license as prescribed and issued by the Commission.

"(2) 'Radio Officer' on a foreign ship means, for the purpose of part II of title III of this Act, a person holding at least a first or second class radiotelegraph operator's certificate complying with the provisions of the Radio Regulations annexed to the International Telecommunication Convention in force."

(e) Present subsections "(aa)" through "(dd)" are redesignated as "(bb)" through "(ee)", respectively.

(f) Present subsections "(ee)" and "(ff)" are deleted and the present subsection "(gg)" is redesignated "(ff)".

SEC. 2. (a) Section 351 of such Act, as amended, is amended by revising the heading to read as follows:

"SHIP RADIO STATIONS AND OPERATIONS"

(b) Subsection (a) of section 351 of such Act, as amended, is amended to read as follows:

"SEC. 351. (a) Except as provided in section 352 hereof it shall be unlawful -

(1) For any ship of the United States, other than a cargo ship of less than three hundred gross tons, to be navigated in the open sea outside of a harbor or port, or for any ship of the United States or any foreign country, other than a cargo ship of less than three hundred gross tons, to leave or attempt to leave any harbor or port of the United States for a voyage in the open sea, unless such ship is equipped with an efficient radio station in operating condition, as specified by

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subparagraphs (i) and (ii) of this paragraph, in charge of and operated by one or more radio officers or operators, adequately installed and protected so as to insure proper operation, and so as not to endanger the ship and radio station as hereinafter provided, and, in the case of a ship of the United States, unless there is on board a valid station license issued in accordance with this Act.

(i) Passenger ships irrespective of size and cargo ships of 1,600 gross tons and upwards shall be equipped with a radiotelegraph station complying with the provisions of this part;

(ii) Cargo ships of 300 gross tons and upwards but less than 1,600 gross tons, unless equipped with a radiotelegraph station complying with the provisions of this part, shall be equipped with a radiotelephone station complying with the provisions of this part.

"(2) For any ship of the United States of sixteen hundred gross tons and upwards to be navigated in the open sea outside of a harbor or port, or for any such ship of the United States or any foreign country to leave or attempt to leave any harbor or port of the United States for a voyage in the open sea, unless such ship is equipped with efficient radio direction finding apparatus approved by the Commission, properly adjusted in operating condition as hereinafter provided."

SEC. 3. (a) Subsection (a) of section 352 of such Act, as amended, is amended to read as follows:

"SEC. 352 (a) * * *

"(6) A ship navigating solely on any bays, sounds, rivers, or protected waters within the jurisdiction of the United States, or to a ship leaving or attempting to leave any harbor or port of the United States for a voyage solely on any bays, sounds, rivers, or protected waters within the jurisdiction of the United States;

"(7) A ship navigating solely on the Great Lakes of North America and the River St. Lawrence as far east as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island and, on the north side of Anticosti Island, the 63rd Meridian, or to a ship leaving or attempting to leave any harbor or port of the United States for a voyage solely on such waters and within such area;

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"(8) A ship which is navigated during the course of a voyage both on the Great Lakes of North America and in the open sea, during the period while such ship is being navigated within the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada."

(b) Subsection (b) of section 352 of such Act, as amended, is amended by changing the introductory text and paragraph (1) to read as follows:

"(b) Except for nuclear ships, the Commission may, if it considers that the route or the conditions of the voyage or other circumstances are such as to render a radio station unreasonable or unnecessary for the purposes of this part, exempt from the provisions of this part any ship or class of ships which falls within any of the following descriptions:

"(1) Passenger ships which in the course of their voyage do not go more than twenty nautical miles from the nearest land or, alternatively, do not go more than two hundred nautical miles between two consecutive ports;"

(c) Section 352 of such Act, as amended, is further amended by adding a new subsection (d) thereto to read as follows:

"(d) Except for nuclear ships, the Commission may exempt any ship not subject to the Safety Convention, and any ship of less than 5,000 gross tons subject to the Safety Convention, from the radio direction finding apparatus requirements of this part if it considers that the route or conditions of the voyage are such as to render the provision of such apparatus unreasonable or unnecessary."

SEC. 4. Section 353 of such Act, as amended, is amended to read as follows:

"RADIO OFFICERS, WATCHES, AUTO ALARM -
RADIOTELEGRAPH EQUIPPED SHIPS

"SEC. 353. (a) Each cargo ship which in accordance with this part is equipped with a radiotelegraph station and which is not equipped with a radiotelegraph auto alarm, and each passenger ship

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required by this part to be equipped with a radiotelegraph station, shall, for safety purposes, carry at least two radio officers.

"(b) A cargo ship which in accordance with this part is equipped with a radiotelegraph station, which is equipped with a radiotelegraph auto alarm, shall, for safety purposes, carry at least one radio officer who shall have had at least six months' previous service in the aggregate as a radio officer in a station on board a ship or ships of the United States.

"(c) Each ship of the United States which in accordance with this part is equipped with a radiotelegraph station shall, while being navigated in the open sea outside of a harbor or port, keep a continuous watch by means of radio officers whenever the station is not being used for authorized traffic: Provided, That in lieu thereof, on a cargo ship equipped with a radiotelegraph auto alarm in proper operating condition, a watch of at least eight hours per day, in the aggregate, shall be maintained by means of a radio officer.

"(d) The Commission shall, when it finds it necessary for safety purposes, have authority to prescribe the particular hours of watch on a ship of the United States which in accordance with this part is equipped with a radiotelegraph station.

"(e) On all ships of the United States equipped with a radiotelegraph auto alarm, said apparatus shall be in operation at all times while the ship is being navigated in the open sea outside of a harbor or port when the radio officer is not on watch."

SEC. 5. Section 354 of such Act, as amended, is amended to read as follows:

"OPERATORS, WATCHES - RADIO TELEPHONE EQUIPPED SHIPS

"SEC. 354. (a) Each cargo ship which in accordance with this part is equipped with a radiotelephone station shall, for safety purposes, carry at least one operator who may be the master, an officer, or a member of the crew.

"(b) Each cargo ship of the United States which in accordance with this part is equipped with a radiotelephone station shall, while being navigated in the open sea outside of a harbor or port, maintain continuous watch whenever the station is not being used for authorized traffic."

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SEC. 6. Section 355 of such Act, as amended, is amended to read as follows:

"TECHNICAL REQUIREMENTS - RADIOTELEGRAPH EQUIPPED SHIPS

"SEC. 355. The radiotelegraph station and the radio direction finding apparatus required by section 351 of this part shall comply with the following requirements:

"(a) The radiotelegraph station shall include a main installation and a reserve installation, electrically separate and electrically independent of each other: Provided, That, in installations on cargo ships of 300 gross tons and upwards but less than 1,600 gross tons, and in installations on cargo ships of 1,600 gross tons and upwards installed prior to November 19, 1952, if the main transmitter complies with all the requirements for the reserve transmitter, the latter may be omitted.

"(b) The radiotelegraph station shall be so located that no harmful interference from extraneous mechanical or other noise will be caused to the proper reception of radio signals, and shall be placed in the upper part of the ship in a position of the greatest possible safety and as high as practicable above the deepest load waterline. The location of the radiotelegraph operating room or rooms shall be approved by the Commandant of the Coast Guard. The radiotelegraph installation shall be installed in such a position that it will be protected against the harmful effects of water or extremes of temperature, and shall be readily accessible both for immediate use in case of distress and for repair.

"(c) The radiotelegraph operating room shall be of sufficient size and of adequate ventilation to enable the main and reserve radiotelegraph installations to be operated efficiently, and shall not be used for any purpose which will interfere with the operation of the radiotelegraph station. The sleeping accommodation of at least one radio officer shall be situated as near as practicable to the radiotelegraph operating room. In ships the keels of which are laid on or after May 26, 1965, this sleeping accommodation shall not be within the radiotelegraph operating room.

"(d) The main and reserve installations shall be capable of transmitting and receiving on the frequencies, and using the classes of emission, designated by the Commission pursuant to law for the purposes of distress and safety of navigation.

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"(e) The main and reserve installations shall, when connected to the main antenna, have a minimum normal range of two hundred nautical miles and one hundred nautical miles, respectively; i.e., they must be capable of transmitting and receiving clearly perceptible signals from ship to ship by day and under normal conditions and circumstances over the specified ranges.

"(f) Sufficient electrical energy shall be available at all times to operate the main installation over the normal range required by subsection (e) of this section as well as for the purpose of charging any batteries forming part of the radiotelegraph station.

"(g) The reserve installation shall include a source of electrical energy independent of the propelling power of the ship and of any other electrical system and shall be capable of being put into operation rapidly and of working for at least six continuous hours. The reserve source of energy and its switchboard shall be as high as practicable in the ship and readily accessible to the radio officer.

"(h) There shall be provided between the bridge of the ship and the radiotelegraph operating room, and between the bridge and the location of the radio direction finding apparatus, when such apparatus is not located on the bridge, an efficient two-way system for calling and voice communication which shall be independent of any other communication system in the ship.

"(i) The radio direction finding apparatus shall be efficient and capable of receiving signals with the minimum of receiver noise and of taking bearings from which the true bearing and direction may be determined. It shall be capable of receiving signals on the radiotelegraph frequencies assigned by the Radio Regulations annexed to the International Telecommunication Convention in force for the purposes of distress, direction finding, and maritime radio beacons, and such other frequencies as the Commission may for safety purposes designate."

SEC. 7. Section 356 of such Act, as amended, is amended to read as follows:

"TECHNICAL REQUIREMENTS - RADIOTELEPHONE EQUIPPED SHIPS

"SEC. 356. Cargo ships of 300 gross tons and upwards but less than 1,600 gross tons may, in lieu of the radiotelegraph station prescribed by section 355, be equipped with a radiotelephone station complying with the following requirements:

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"(a) The radiotelephone station shall be in the upper part of the ship, so located that it is sheltered to the greatest possible extent from noise which might impair the correct reception of messages and signals, and, unless such station is situated on the bridge, there shall be efficient communication with the bridge.

"(b) The radiotelephone installation shall be capable of transmitting and receiving on the frequencies, and using the classes of emission, designated by the Commission pursuant to law for the purposes of distress and safety of navigation.

"(c) The radiotelephone installation shall have a minimum normal range of one hundred and fifty nautical miles, i.e., it shall be capable of transmitting and receiving clearly perceptible signals from ship to ship by day and under normal conditions and circumstances over this range.

"(d) There shall be available at all times a main source of electrical energy sufficient to operate the installation over the normal range required by subsection (c) of this section. If batteries are provided they shall have sufficient capacity to operate the transmitter and receiver for at least six continuous hours under normal working conditions. In installations made on or after November 19, 1952, a reserve source of electrical energy shall be provided in the upper part of the ship unless the main source of energy is so situated."

SEC. 8. Section 357 of such Act, as amended, is amended to read as follows:

"SURVIVAL CRAFT

"SEC. 357. Every ship required to be provided with survival craft radio by treaty to which the United States is a party, by statute, or by regulation made in conformity with a treaty, convention, or statute, shall be fitted with efficient radio equipment appropriate to such requirement under such rules and regulations as the Commission may find necessary for safety of life. For purposes of this section, 'radio equipment' shall include portable as well as nonportable apparatus."

SEC. 9. Subsection (a) of section 359 of such Act, as amended, is amended to read as follows:

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"SEC. 359. (a) The master of every ship of the United States, equipped with radio transmitting apparatus, which meets with dangerous ice, a dangerous derelict, a tropical storm, or any other direct danger to navigation, or encounters sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above on the Beaufort scale for which no storm warning has been received, shall cause to be transmitted all pertinent information relating thereto to ships in the vicinity and to the appropriate authorities on land, in accordance with rules and regulations issued by the Commission. When they consider it necessary, such authorities of the United States shall promptly bring the information received by them to the knowledge of those concerned, including interested foreign authorities".

SEC. 10. Section 361 of such Act, as amended, is amended to read as follows:

"CERTIFICATES

"SEC. 361. (a) Each vessel of the United States to which the Safety Convention applies shall comply with the radio and communication provisions of said Convention at all times while the vessel is in use, in addition to all other requirements of law, and shall have on board an appropriate certificate as prescribed by the Safety Convention.

"(b) Appropriate certificates concerning the radio particulars provided for in said Convention shall be issued upon proper request to any vessel which is subject to the radio provisions of the Safety Convention and is found by the Commission to comply therewith. Cargo Ship Safety Radiotelegraphy Certificates, Cargo Ship Safety Radiotelephony Certificates, and Exemption Certificates with respect to radio particulars shall be issued by the Commission. Other certificates concerning the radio particulars provided for in the said Convention shall be issued by the Commandant of the Coast Guard or whatever other agency is authorized by law to do so upon request of the Commission made after proper inspection or determination of the facts. If the holder of a certificate violates the radio provisions of the Safety Convention or the provisions of this Act, or the rules, regulations or conditions prescribed by the Commission, and if the effective administration of the Safety Convention or of this part so requires, the Commission, after hearing in accordance with law, is authorized to modify or cancel a certificate which it has issued, or to request the modification or ~~cancellation of a certificate which has been issued by another~~ agency upon the Commission's request. Upon receipt of such request for modification or cancellation, the Commandant of the Coast Guard, or whatever agency is authorized by law to do so, shall modify or cancel the certificate in accordance therewith."

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CENTRAL INTELLIGENCE AGENCY OFFICIAL ROUTING SLIP					
TO	NAME AND ADDRESS		DATE	INITIALS	
1	D/Communications 2D00			JHJ	
2	OC.T - any comments			HJ	
3	None - see attached			Ry	
4	D/C				
5					
6					
ACTION		DIRECT REPLY		PREPARE REPLY	
APPROVAL		DISPATCH		RECOMMENDATION	
COMMENT		FILE		RETURN	
CONCURRENCE		INFORMATION		SIGNATURE	
<p>Remarks: The attached material has been forwarded to us by the Bureau of the Budget on an informal basis. I doubt that you have any interest in this from an Agency standpoint but would appreciate your letting me know when you have had an opportunity to look this over.</p> <div style="border: 1px solid black; width: 200px; height: 50px; margin: 20px auto;"></div> <p style="text-align: center;">Assistant Legislative Counsel</p>					
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FROM: NAME, ADDRESS AND PHONE NO.				DATE	
Assistant Legislative Counsel, 7D01				17 Dec	
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ROUTE SLIP

Take necessary action	<input type="checkbox"/>
Approval or signature	<input type="checkbox"/>
Comment	<input type="checkbox"/>
Prepare reply	<input type="checkbox"/>
Discuss with me	<input type="checkbox"/>
For your information	<input type="checkbox"/>
See remarks below	<input type="checkbox"/>

FROM Jefferson D. Burrus DATE Dec. 15, 1964

REMARKS

Per our recent phone conversation, attached for your information and comment is an FCC draft amending the Communications Act to conform to the Convention for the Safety of Life at Sea, London (1960).

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CENTRAL INTELLIGENCE AGENCY OFFICIAL ROUTING SLIP					
TO	NAME AND ADDRESS		DATE	INITIALS	
1	Assistant Legislative Counsel			JL	
2	7D01 Hqs Bldg			JL	
3	JSSW			JL	
4	LM			JL	
5	Joan - Let's make a file on			JL	
6	COMMO ACT AMENDMENTS			JL	
ACTION		DIRECT REPLY		PREPARE REPLY	
APPROVAL		DISPATCH		RECOMMENDATION	
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Remarks:					
<p>There is no Office of Communications interest in this particular amendment to the Communications Act of 1934.</p> <div style="border: 1px solid black; width: 150px; height: 40px; margin: 10px auto;"></div> <p style="text-align: center;">Deputy Director of Communications</p>					
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FROM: NAME, ADDRESS AND PHONE NO.				DATE	
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